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dw. No Days 2, 5 or 6

FOR INTERNAL ROUTING ONLY

CODE	NAME	CODE	NAME
APOLLO-8		DSE	
Onboard Voice Transcription			
Key, lost the moon" 73	"Brown complete" 88 Brown: "Go to bed" 162 Plenum's 195 Brown: "Second made me sick." 233	Pogo on SII 2126 Lovel "my best friend" 29 SECO 36 TEI checklist 241-47	
Transcribing the holes from the "pumps" 74 "Key, I got the moon" 73 First AOS 88 "Calm Down, Lovell" 114 Lost contact or heat prediction 91, 67 Freeman 103 Von Braun, America 103, 105 "If we only had a geologist" 129 TS without a key 149 Can 152 "Give me the camera, friends" 113 (earth shot) Wine Shinks 198 Brown: "Let's not say anything till we're on the camera" 208 "We've got an earthset picture for life!" 225 Brown: "Looks to me like we ought to be going the other way." 229 Anders: "Here this baby looks at 2 1/2 days longer" 233 Anders "What did you take picture of, Frank", p 92	"We're going home, Brown" 248 "Frank took a picture" 92 Brown: "I've lost it, 237 "Come on, John Glenn" 260		

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ATTACHED WHEN NOT IN STORAGE

☆ GPO : 1966 O-797-276

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UNCLASSIFIED WHEN DETACHED FROM CLASSIFIED MATERIAL

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Day 4

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03 17 23 02 CDR 1, OFF.
03 17 23 03 LMP Got it.
03 17 23 04 CDR 2, OFF.
03 17 23 05 LMP Got it.
03 17 23 06 CDR 3, OFF.
03 17 23 07 LMP Got it.
03 17 23 08 CDR 4, OFF.
03 17 23 09 LMP Got it.
03 17 23 10 CDR Okay.
03 17 23 11 LMP TVC SERVO POWER, 1 and 2, OFF.
03 17 23 13 CDR OFF.
03 17 23 14 LMP FLIGHT RECORDER's OFF; MAIN BUS ties, going OFF; A is OFF - -
03 17 23 20 CMP There we go.
03 17 23 22 LMP - - B is OFF.
03 17 23 23 LMP Proceed.
03 17 23 24 CDR Wait a minute. Did you get all this, Jim?
03 17 23 26 CMP Yes.
03 17 23 28 LMP You ready to proceed?
03 17 23 29 CMP Proceed. I'll get these - -
03 17 23 31 LMP Okay, null residuals. Record DELTA-V - -
03 17 23 33 CMP Minus 54 - -
03 17 23 34 CDR That 0.5?
03 17 23 36 CMP Yes, 0.5.
03 17 23 37 LMP You don't have to do a thing to that.

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Day 4

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03 17 23 39 CDR Just record it.
03 17 23 41 LMP Record DELTA-V_c.
03 17 23 43 CDR Minus - that's up here - minus 26.4. 3
03 17 23 49 CMP I got 26.4, and the burn time was - -
03 17 23 52 CDR Minus 26.4.
03 17 23 53 CMP - - I have it; burn time was 2 minutes (cough) and 23 seconds
03 17 23 58 CDR Okay, can we proceed out of here, then? You got all this?
03 17 24 01 CMP I have all that.
03 17 24 02 CDR Proceed.
03 17 24 03 LMP EMS - just a minute, EMS FUNCTION, OFF.
03 17 24 06 CDR OFF.
03 17 24 07 LMP EMS MODE, STANDBY.
03 17 24 08 CDR STANDBY.
03 17 24 09 LMP BMAG MODE, three, RATE 2.
03 17 24 10 CDR RATE 2.
03 17 24 11 LMP DEADBAND, MAX.
03 17 24 12 CDR DEADBAND, MAX.
03 17 24 13 LMP TAPE RECORDER's going to STOP - -

no. 5. 6

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06 02 36 53 LMP ROT CONTROL POWER DIRECT, both, MAIN A/MAIN B.

06 02 36 55 CMP TAPE RECORDER, you got that?

06 02 36 56 LMP Roger. Horizon check.

06 02 36 58 CMP He's doing that now.

06 02 37 00 LMP Pitch needle error goes toward zero, approaching zero at 0.5g time.

06 02 37 03 CDR Okay.

06 02 37 04 CMP Okay.

06 02 37 05 LMP Don't forget MANUAL ATTITUDE, three, to RATE COMMAND.

06 02 37 07 CMP -MAND, that's right.

06 02 37 08 CDR Yes. Okay, but tell me that later, okay?

06 02 37 09 LMP Yes, right. Don't forget it.

06 02 37 10 CMP You've got to do it in checklist ... as we go.

06 02 37 11 CDR I've got to have that; just tell me later, okay?

06 02 37 13 CMP We're stopped right there.

06 02 37 14 CDR How's your evaporator?

06 02 37 15 LMP It's - it seems to be hanging in there, but it's awful steam pressure. I'll - I'll manually feed it if I hav

06 02 37 20 CDR Alright.

06 02 37 28 CDR See where this baby wants me to fly? The pitch is way

06 02 37 33 CMP See if ... of the alpha meter.

06 02 37 35 CDR Now, as we come close to the horizon - we're going to

06 02 37 38 CMP ...

06 02 37 40 CDR As we come closer to the - -

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Day 7

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06 02 37 44 CMP Yes. Well, this thing came in long before I thought it was going to at 45 degrees, where 152 is the nominal entry attitude.

06 02 37 54 CDR Boy, it did come in wrong, didn't it?

06 02 37 59 CMP Sure. See, I was waiting for that thing to come in. I didn't think it would come in until about 200 degrees.

06 02 38 01 CDR How come we came in so soon?

06 02 38 03 CMP I don't know.

06 02 38 07 LMP Okay, evaporator's GO.

06 02 38 08 CMP Good.

06 02 38 10 LMP I'm pretty sure.

06 02 38 12 CDR I keep wanting to yaw off the right here; it must be because we're boiling.

06 02 38 17 LMP We're really boiling.

06 02 38 22 CMP Okay, all - We're standing by now - You've got MANUAL ATTITUDE, three, RATE COMMAND when you get time. That's - We're down to there, and we are going to have a CMC GO or NO-GO check. We've got two things to do: either the DAP's NO-GO, which we'll find out when he flies it; if the CMC is NO-GO, he'll fly the EMS.

06 02 38 36 LMP You got the 0.05g and EMS ROLL, ON.

06 02 38 41 CDR And that's an 0.05 change.

06 02 38 43 CMP That's right.

06 02 38 44 LMP Okay, it looks like we got the evaporator.

06 02 38 53 CMP How's that needle doing?

06 02 38 56 CDR Fine.

06 02 38 58 CMP The horizon hard to find?

06 02 38 59 CDR No.

06 02 39 13 CDR I wish you'd keep checking my yaw for me there, will you?

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Day 7

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06 02 39 15	CMP	I will. You're a little bit left now, or a little right - Go left, just a little bit.
06 02 39 24	LMP	I think you're slightly rolled - Roll right, Frank.
06 02 39 28	CDR	I don't care about the rolls.
06 02 39 31	CDR	Okay, we don't need any of that, Houston.
06 02 39 46	CMP	Okay.
06 02 39 50	CMP	Keep the horizon right there.
06 02 39 54	CC	Apollo 8 through Redstone, you're looking good. Both primary and secondary loops are holding good.
06 02 40 00	LMP	Roger; looks like we got it reserviced.
06 02 40 07	LMP	And we've got a good horizon.
06 02 40 11	LMP	Looks like you are yawing to the left or something.
06 02 40 13	CDR	No.
06 02 40 14	CMP	He's just about on, Bill.
06 02 40 15	CDR	I've got two separate sources in here that tell me my yaw's zero, don't I? Actually, I can just fly those needles, now.
06 02 40 26	CC	Apollo 8, Apollo 8 through Redstone. Over.
06 02 40 31	LMP	Go ahead, Houston. This is Apollo 8.
06 02 40 33	CC	Roger; read you loud and clear. You're looking good.
06 02 40 40	LMP	Roger.
06 02 40 44	CDR	The control arming is not too good in this. You get a lot more pitch than you do yaw and roll.
06 02 40 49	LMP	Hey, there, you're yawing my way.
06 02 40 50	CDR	Look who's coming there, would you?
06 02 40 52	LMP	Yes.
06 02 40 53	CDR	You see it?

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Day 7

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06 02 40 54 LMP Yes.
06 02 40 55 CDR Just like they promised.
06 02 40 56 CMP What?
06 02 40 57 CDR/LMP The moon.
06 02 40 58 CMP Oh.
06 02 40 59 CDR At 6 minutes before, just like it says.
06 02 41 01 CMP Okay. RRT is 46:13, we're 41:03.
06 02 41 06 LMP Are you still MIN IMP, Frank?
06 02 41 07 CDR Yes.
06 02 41 08 CMP That's right.
06 02 41 09 LMP Okay.
06 02 41 11 CMP That's where we stop, MAN ATTITUDE, three, RATE COMMAND.
06 02 41 21 CDR Well, I'm going to give her to the DAP anyway when we get down.
06 02 41 24 CMP As soon as you see that needle starts going off the peg, huh?
06 02 41 26 CDR Yes.
06 02 41 27 CMP Yes, I would, too. Better see what she does.
06 02 41 36 CDR Make sure the BMAG's are not changed - they're not.
It'll be ... if they are.
06 02 41 48 CDR Well, men, we're getting close.
06 02 41 54 LMP There's no turning back now.
06 02 41 57 CMP Old mother earth has us.
06 02 42 00 LMP We may end up losing our horizon here when that moon goes down.
06 02 42 05 CMP That's probably what makes your horizon so good is
the moon background - before it rose.
06 02 42 11 LMP I wonder if ... would like me to do a little airglow
photography right now?

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Day 7

255

06 02 42 13 CDR Yes.

06 02 42 20 CDR Check - doublecheck both balls for me, Jim, so - -

06 02 42 22 CMP Yes, you're okay.

06 02 42 24 CDR - - we're not just reading one ball, okay?

06 02 42 25 CMP Yes, this ball's agreeing with that one.

06 02 42 30 CMP Well, we're 42:30 - -

06 02 42 31 CDR Check your other ring, just for sure, Jim.

06 02 42 39 CDR There goes a washer; can you grab it?

06 02 42 41 CMP Yes, I've been trying to get that washer - -

06 02 42 42 CDR - - Well, it's too late now.

06 02 42 43 CMP Well, 42:02 and 46:13. We're at 42:47, 46:32 -

06 02 42 49 CDR We're getting close to 0.05g, too.

06 02 43 09 CDR How's the - how high's the voltage?

06 02 43 11 LMP Voltage is great; 28 volts.

06 02 43 15 CDR Okay.

06 02 43 22 CMP Okay, 152 will be the entry pad. Pitch?

06 02 43 27 LMP Okay, you're about to lose your moon.

06 02 43 32 CMP Okay, your yaw's looking good.

06 02 43 37 LMP Got a lot of lightning down there, so you - you'll probably have something.

06 02 43 42 CDR I got the old - Bill never saw that.

06 02 43 44 LMP What is that?

06 02 43 45 CDR Or did you notice? That's the haze level.

06 02 43 47 LMP Airglow?

06 02 43 48 CDR Airglow.

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Day 7

256

06 02 43 49 CDR Good old airglow is what's - -
06 02 43 51 LMP I'll look at the airglow next time.
06 02 43 53 CMP That's right, you've never seen the airglow. Take
a look at it.
06 02 43 59 CDR You can't get your pin without seeing the airglow.
06 02 44 00 CMP That's right.
06 02 44 01 LMP I see it, I see it! (Laughter)
06 02 44 04 LMP Let's see, is this where I'm supposed to ask how
many g's, Lovell?
06 02 44 07 CMP That's right (laughter), you ask how many g's.
06 02 44 09 CDR How are we doing?
06 02 44 10 LMP We're doing good over here.
06 02 44 11 CMP Okay in the middle.
06 02 44 13 CMP 44:13; we're 2 minutes away from RRT.
06 02 44 30 CDR Now that horizon's getting harder to find.
06 02 44 38 CMP You're within 30 degrees of - of the attitude.
06 02 44 41 CDR How do you know?
06 02 44 42 CMP Well, 152 is it, and you're coming up on it now.
06 02 44 45 LMP It's getting a little hazy out here; does that mean
anything - every time you fire a thruster.
06 02 44 50 CDR We're starting to get some reflection off the - earth, I gu
06 02 45 08 LMP Did anybody ever see the service module?
06 02 45 10 CDR Yes - No, excuse me.
06 02 45 12 CMP Okay, your needle's coming up.
06 02 45 14 CDR Okay.
06 02 45 15 CC Apollo 8, Houston; 1 minute to RRT.

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Day 7

257

06 02 45 18 LMP Roger. RATE COMMAND.
06 02 45 19 CMP Ready; 1, 2, 3, RATE COMMAND.
06 02 45 21 CDR RATE COMMAND.
06 02 45 22 CMP Okay.
06 02 45 24 CMP The CMC is AUTO?
06 02 45 25 CDR I'm going there now, but - Now the CMC has got us.
06 02 45 29 CMP Okay.
06 02 45 32 CDR Okay, the pitch error is approaching zero.
06 02 45 35 CMP Is the DAP GO?
06 02 45 36 CDR DAP seems to be going.
06 02 45 37 LMP Okay, - -
06 02 45 38 CDR Did you check out the horizon?
06 02 45 40 LMP MANUAL ATTITUDE, three, RATE COMMAND?
06 02 45 41 CDR RATE COMMAND.
06 02 45 42 CMP You've got the checklist again, Bill.
06 02 45 43 CDR You got it?
06 02 45 44 LMP Yes.
06 02 45 45 CMP Yes.
06 02 45 46 LMP BMAG, three, RATE 2.
06 02 45 47 CDR RATE 2.
06 02 45 48 LMP CMC in AUTO.
06 02 45 49 CDR CMC in AUTO; well, you don't need AUTO, but I'll put it there and make everybody happy.
06 02 45 54 CMP Okay, 0.05g is at 46:41 - -
06 02 45 57 LMP You call 0.05g, Jim.

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Day 7

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06 02 45 58 CMP I'll call 0.05 - I'll tell you when the g starts going - -

06 02 46 00 CDR I've got to start this thing automatic - manually,
if you don't give it to me, Jim - -

06 02 46 02 CMP Okay.

06 02 46 03 CDR - - so be sure you call it.

06 02 46 05 CMP At 0.05g time, right?

06 02 46 07 CDR Yes. God, it is hazy out there, isn't it? That's
a different lighting effect, I think.

06 02 46 14 LMP That's sunrise.

06 02 46 16 CDR Huh?

06 02 46 17 CMP Yes, that's the sun - -

06 02 46 18 CDR Oh, here we go.

06 02 46 19 CMP 146:46:20; we should have 0.05g's.

06 02 46 22 CDR That's the airglow we are starting to get; that's
what it is, gentlemen.

06 02 46 25 CMP Yes.

06 02 46 26 CMP One - okay, we got the ... - -

06 02 46 28 CDR God damn, this is going to be a real ride; hang on.

06 02 46 29 CMP ...

06 02 46 30 CDR I've never seen it this bright before.

06 02 46 32 CMP Yes. Like you were going - -

06 02 46 33 CDR You got 0.05g yet?

06 02 46 35 CMP - - ... 0.02, stand by; 38, 39, 40, 41 - -

06 02 46 41 CMP 0.05g!

06 02 46 42 CDR 0.05g!

06 02 46 43 LMP Okay, we got it!

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Day 7

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06 02 46 44 CMP Put the EMS, ON.
06 02 46 45 CDR Hang on!
06 02 46 46 LMP 0.05g switch, ON.
06 02 46 47 CMP 0.05g ROLL to EMS.
06 02 46 48 CDR Right. Okay, gang.
06 02 46 53 CMP They're building up.
06 02 46 59 CDR Call out the g's.
06 02 47 03 CMP We're lg.
06 02 47 19 CMP Ohhh!
06 02 47 21 CDR Okay.
06 02 47 23 CMP 5!
06 02 47 41 CMP 6!
06 02 47 53 CMP 4!
06 02 48 01 CMP She's doing a great job.
06 02 48 06 CMP B circular at 48:23.
06 02 48 24 CDR B circular.
06 02 48 26 LMP Cabin temperature is still holding real good.
06 02 48 33 CMP ... Okay, we're 67.
06 02 49 07 LMP Quite a ride, huh?
06 02 49 13 CDR Damnedest thing I ever saw.
06 02 49 16 CDR Gemini was never like that, was it, Jim?
06 02 49 19 CMP No, it was a little faster than this one.
06 02 49 27 LMP I assure you I've never seen anything like it.
06 02 49 32 LMP Cabin temperature's holding real good - up 1 degree.

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Day 7

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06 02 49 43 IMP Primary evaporator's crapped out; secondary's still working
06 02 49 51 CMP We're below the 2g's.
06 02 49 56 IMP Temperature's coming up in the primary loop okay.
06 02 50 10 CDR Nice job there, gang.
06 02 50 16 CMP Drogues at - You got them there? 8:16.
06 02 50 23 CDR That's 50:16?
06 02 50 27 CDR No, that's not right. 54 ... right.
06 02 50 46 IMP It's a real glow. I can see our gegenschein - -
06 02 50 51 CDR Second pulse coming up.
06 02 50 55 SC (Cough)
06 02 51 03 IMP How much will this one go up, do you think?
06 02 51 11 CMP 3!
06 02 51 29 CMP Okay, we should have COMM.
06 02 51 32 CDR Give them a call.
06 02 51 34 CMP Houston, Apollo 8. Over.
06 02 51 45 CDR Houston, Apollo 8. Over.
06 02 51 48 CC Go ahead, Apollo 8. Read you broken and loud.
06 02 51 50 CDR Roger; this is a real fireball; it's looking good.
06 02 51 53 CDR Come on, John Glenn.
06 02 52 06 CDR Don't let me forget those - boost entry.
06 02 52 09 IMP Roger; I got you.
06 02 52 10 CMP Okay.
06 02 52 11 CDR It's almost all over but the shouting now, men.
06 02 52 12 CDR We're in real good shape, Houston.

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Day 7

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06 02 52 15 CC Real fine.

06 02 52 18 CMP I think he's going to take Paul Haney's job. (Laughter)

06 02 52 20 LMP (Laughter) My mother was worried.

06 02 52 25 LMP A little smell in here.

06 02 52 27 LMP Don't go to boost entry yet.

06 02 52 30 CC Apollo 8, Houston. Yorktown has radar on you.

06 02 52 42 CDR Alright, I'm in boost entry.

06 02 52 43 LMP Okay.

06 02 52 44 CDR How's it look - -

06 02 52 45 LMP Looking good.

06 02 52 47 CDR Is it holding? Cabin pressure?

06 02 52 50 LMP Yes, it's holding.

06 02 52 51 CDR Alright. Watch your altimeter, that's going to come up in a hurry here.

06 02 52 55 CMP Okay.

06 02 52 56 LMP I'll - I'll give you warning on the steam pressure, if I can see it.

06 02 53 00 CDR 2g's.

06 02 53 02 CMP 54:29 should be -

06 02 53 05 CDR Look's like we're overshooting, according to the EMS.

06 02 53 07 LMP Yes.

06 02 53 08 CDR Okay.

06 02 53 10 CMP 53.

06 02 53 17 CDR Got anything yet, Bill?

06 02 53 19 LMP Yes, I'm getting steam pressure. Okay. - -

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Day 7

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06 02 53 22 CMP 54:29.
06 02 53 23 LMP - - We got steam pressure.
06 02 53 24 CDR We do?
06 02 53 25 CMP Okay.
06 02 53 26 LMP Make sure your heels are locked.
06 02 53 27 CDR We got a - we got a minute to drogues.
06 02 53 30 LMP Okay, you're in boost entry?
06 02 53 31 CDR Yes.
06 02 53 33 LMP Okay, anything on the altimeter, yet?
06 02 53 36 CDR Not yet.
06 02 53 37 LMP Okay, we've got 15 seconds from where - from 90K.
06 02 53 40 CDR Okay.
06 02 53 48 LMP Okay.
06 02 53 49 CDR There she comes.
06 02 53 50 CMP Okay, she's starting to come.
06 02 53 52 LMP 30 seconds from 90K.
06 02 53 55 CC Apollo 8, Houston.
06 02 53 58 CDR Stand by, Houston.
06 02 54 00 CC If you get a chance, we'd like to have your DSKY readings before drogues.
06 02 54 04 CDR Stand by. Can you give him a DSKY reading, before drogues?
06 02 54 05 CMP Roger; DSKY's reading plus four balls 7, plus two balls 812, minus 16502.
06 02 54 15 CMP 40K.
06 02 54 16 LMP Coming up on 40K. You should be at 40K now.

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06 02 54 19 CMP We're at 40K.
06 02 54 20 CDR We are.
06 02 54 21 LMP Okay, call 30K.
06 02 54 23 CDR I will.
06 02 54 30 CDR 30K.
06 02 54 31 LMP ELS -
06 02 54 32 CDR ELS LOGIC, ON.
06 02 54 33 LMP Right.
06 02 54 34 LMP ELS, AUTO.
06 02 54 35 CDR AUTO.
06 02 54 38 LMP Stand by for RCS disable. Stand by on the apex cover.
06 02 54 40 CDR Right.
06 02 54 46 CDR There goes the apex cover; there go the drogues.
06 02 54 53 CDR Okay.
06 02 54 56 CMP 20 000.
06 02 55 03 LMP Cabin pressure's coming up.
06 02 55 04 CMP 19 000.
06 02 55 08 LMP Stand by for 10K.
06 02 55 20 LMP Should be approaching 10K soon.
06 02 55 22 CMP 15.
06 02 55 25 CDR Wonder what that was?
06 02 55 27 LMP Nothing.
06 02 55 32 LMP Should be approaching 10K. Stand by with the mains in 1 second.
06 02 55 45 CDR You see it?

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Day 7

264

06 02 55 46 LMP Can't see it.

06 02 55 47 CDR It should reef pretty soon.

06 02 55 48 LMP Can't see a thing.

06 02 55 52 LMP Okay, you got them?

06 02 55 55 CDR Yes.

06 02 55 56 LMP FLOAT BAG, three, circuit breakers CLOSED.

06 02 55 58 CDR CLOSED.

06 02 55 59 LMP VHF antennas, recovery; VHF AM, simplex.

06 02 56 03 LMP Beacon's going ON. Get your light ON.

06 02 56 05 CDR It's ON.

06 02 56 06 LMP You got your - you got it, Jim.

06 02 56 08 CMP Huh?

06 02 56 09 LMP You got the call - give them a call.

06 02 56 10 CMP Okay.

06 02 56 14 CMP Houston, Apollo 8. Over.

06 02 56 15 CDR Okay, standing by for the dump - -

06 02 56 17 AB1 Apollo 8, Airboss 1. Go ahead.

06 02 56 19 CMP Roger, Air Force 1. We indicate 8000. We can't see the chutes, but we're going down very slow.

06 02 56 25 AB1 Roger, this is Airboss 1. You're sounding very good, very good. You have been reported on radar as southwest of the ship about 25 miles. Go ahead.

06 02 56 37 CMP Roger. We are now indicating 7000.

06 02 56 40 CDR Ask him if he sees our beacon.

06 02 56 42 CMP Airboss, do you see our flashing beacon?

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Day 7

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06 02 56 44 AB1 This is Airboss 1. Negative. Welcome home, gentlemen, and we'll have you aboard in no time. Go ahead.

06 02 56 50 LMP Stand by for the dump, Frank.

06 02 56 52 CDR Alright.

06 02 56 55 R3 This is Recovery 3. I have a flashing light, my 4 o'clock position, almost level.

06 02 57 03 AB1 Recovery 2, sever contact 260 - -

06 02 57 04 LMP Okay, ready for the dump, Frank?

06 02 57 05 CDR Ready.

06 02 57 06 LMP CABIN PRESSURE RELIEF valves, both, CLOSED.

06 02 57 07 CDR Got that.

06 02 57 08 AB1 - - my position at - -

06 02 57 09 CDR DIRECT O₂, OPEN.

06 02 57 10 AB1 - - 09548.

06 02 57 11 CDR OPEN.

06 02 57 12 LMP CM RCS LOGIC, ON.

06 02 57 13 CDR ON.

06 02 57 14 LMP Command module propellant, DUMP.

06 02 57 24 R2 Recovery 2, Airboss 2. You are cleared to dispatch for your altitude over clouds. Over.

06 02 57 30 R2 Roger ... This is Recovery 2, I see the chutes; I see the light almost directly over Yorktown, level with me at 4000 feet precisely.

06 02 57 40 CDR Stand by. Stand by for earth landing!

06 02 57 44 AB1 Yorktown, Airboss 1 ... received a message that he sees the chutes, sees the flashing light almost over Yorktown, descending 4000 ... very, very ... Out.

06 02 58 04 YORK All aircraft, this is Yorktown ... have capsule in sight. Out

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Day 7

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06 02 58 15 LMP Okay! Purge. Purge it.

06 02 58 20 CDR We're purging.

06 02 58 22 LMP Purge complete?

06 02 58 24 AB1 Yorktown, this is Airboss 1. We consider recovery splashdown in your area. Take control recovery helos and vector them.

06 02 58 33 LMP Floodlights to POSTLANDING. ...

06 02 58 34 YORK This is Yorktown. Roger; out.

06 02 58 35 LMP CABIN PRESSURE RELIEF valves, ...

06 02 58 37 R3 This is Recovery 3. Have lost sight of visual light.

06 02 58 40 AB1 ..., Yorktown.

06 02 58 44 LMP Dump - purge the cabin at 3000 feet.

06 02 58 46 AB2 Recovery 2, 'boss 2. You're 22 out.

06 02 58 49 LMP CM RCS propellant, both, OFF.

06 02 58 50 R2 Recovery 2. Roger. Passing 1500 feet, descending - -

06 02 58 53 LMP ROTATIONAL CONTROL POWER DIRECT, OFF.

06 02 58 55 CDR DIRECT, OFF.

06 02 58 56 YORK This is Yorktown. Affirmative, we do have him in - capsule in sight. Out.

06 02 59 00 LMP Turn him down. Christ, we can't get anything done.

06 02 59 02 CDR Alright, DIRECT is OFF.

06 02 59 03 R2 This is Recovery 2. Passing 1000 feet.

06 02 59 10 CDR Okay - -

06 02 59 11 LMP What's that?

06 02 59 12 CDR Cabin dump.

06 02 59 13 LMP - - okay, cabin dump. Okay, hold it.

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Day 7

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06 02 59 16 YORK Recovery 3, Yorktown. The module bears 147; 5000 yards. Yorktown, over.

06 02 59 23 LMP ... OFF.

06 02 59 25 CDR Alright, anything else we missed?

06 02 59 27 R3 Roger.

06 02 59 28 LMP Negative; just stand by to release the mains.

06 02 59 30 CLR Yes.

06 02 59 32 LMP Stand by for the MAIN BUS ties.

06 02 59 34 LMP Brace yourselves.

06 02 59 36 CDR Well, wait; we've got 2000 feet, yet.

06 02 59 38 CMP I don't know if we have or not. They - reporting us as lower.

06 02 59 42 LMP Oh, they were?

06 02 59 47 CDR Who was worried about getting hot?

06 02 59 51 LMP Only because I cooled you down.

06 02 59 58 R2 Recovery 2 is at level 1000.

06 03 00 00 CMP 1500.

06 03 00 01 AB1 Roger, 2. This is ... 3.

06 03 00 03 CDR He called it 1000. Maybe we better get these -

06 03 00 06 R2 Recovery 2, descending through cherubs 5.

06 03 00 08 LMP Okay, Frank, you put them CLOSE whenever you want. I'm turning the MAIN BUS ties OFF now.

06 03 00 14 AB1 Recovery 1, this is Airb - -

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